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BULL DOG Guinness Stout

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NEW VICTROLA STYLE VI.

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S. MOUTRIE & CO., LD.

Hongkong, April 16, 1907

Powell's

Ladies' Department.

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SPRING MILLINERY

NEWEST SHAPES

FANCY STRAWS
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Moderate Prices.

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TO-NIGHT! TO-NIGHT!
The Hughes Musical
Comedy Co.

AT THE
VICTORIA THEATRE
"IN SOCIETY"

THE DUTCHMAN AND THE JEW
DON'T MISS THIS SHOW

SOLE BY MISS LLOYD
Late tonight to the Peak
Don't miss it! A grand performance
Bookings at MOUTRIE'S
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dismissing the pretensions of windbags who have let them in for such a terrible experience. It would seem that some at least of the labour leaders were so fatuous as to hold out promises that three days of a general strike would bring the capitalists to their knees, and with that alluring prospect ahead the miners gaily went on strike. They have had a sharp awakening. Another thing which is causing much dissatisfaction in the ranks of the industrialists is the smallness of the strike pay which the Unions are doling out. This again seems to be occasioning much surprise, who evidently looked upon the huge funds which some of the Unions have accumulated as being apparently inexhaustible. The great and arrogant strength of the Unions of recent years has undoubtedly been due to the large amount of funds that the central executives were able to command, but the men have now to learn that the position accorded the Unions in times of peace is radically altered in times of war, and that when strike pay begins to deplete the Unions' bank balances, much virtue goes out with it also.

To some thinkers it will be by way of this weakening of the financial resources of the Unions rather than by any compromise arrived at by the conferences, or the passing of special legislation, that an exit will be found from the present terrible national calamity. For it is a calamity that one section of the community can completely paralyze the work and industry of the whole nation, bringing untold misery and unhappiness to hundreds of thousands of innocent and inoffensive people who have had no voice in the matter, but who, owing to the intricate nature of the ramifications of our modern industrial system are bound to suffer in any big clash that may occur between capital and labour. It is the pressure which the moderate-minded will eventually bring to bear, together with the bankruptcy of the Unions, that should effect a great change in the situation before another week is out. Even so the damage done will be irreparable. The losses sustained in fratricidal labour disputes such as this more than equal the losses of a great war; and what is worse is that they can never be made good, while the residuum of unrest and blighted hopes that they hand on to the next generation will effectively clog the wheel of progress for years to come. Each age has its own problems to beat out on the anvil of time, but surely the biggest problem now confronting us and one which brooks of no delay is the devising of some method by which industrial disputes can be arranged in a less costly and unsatisfactory fashion than by striking. It cannot be beyond the wit of man to find this all-necessary exit. But where is the leader who will point out the way and extricate us from the Serbomian bog into which the industrial system of England is at present sinking?

SOCIAL AND PERSONAL

Sir Cecil Clement Smith was received in audience by the King and Queen at Buckingham Palace on February 12.

Mr. Cameron Forbes, Governor-General of the Philippines, has left Manila for a trip home. He travels to Nagasaki on the transport Sheridan.

At the Royal Colonial Institute on February 27, Archdeacon Judd Barnett read a paper on "Hongkong's Part in China's Reform." Sir J. Bevan Edwards presided.

At a meeting of the Senate of Belfast University on the 17th ultimo, the Vice-Chancellor in the chair, Sir John Newell Jordan, British Minister in Peking, a graduate of the University, was elected President of the Senate in the room of the late Sir Robert Hart.

Mr. R. J. N. O'Connell, of the Bilton Estate, Bangkok, was killed by lightning the other day on the verandah of the bungalow while giving instructions for the next day's work to one of the estate hands. The man was also killed.

NEWS OF THE DAY

Silk shipped by the s.s. Sydney, which left this port on the 13th February, was delivered in Lyons on the 18th March.

Marauding gangs are said to be very busy within ten miles of Shanghai, but a vigorous attempt will be made to hunt them down.

The Cablenews Service that properly valued at over one hundred thousand pounds is missing from the Bureau of Public Works, Manila.

Two of the murderers of the late Mr. Folgate, of Mokmah, have been condemned to death.

Last Tuesday Shanghai, for the first time in five years, experienced a whole night's snowstorm. The snow was over two inches in depth by the morning.

There were 419 European and 185 Chinese visitors to the City Hall Library and 256 European and 4,481 Chinese visitors to the Museum during the week ending March 17th.

Is a big fire which broke out in the Nanking Road, Shanghai, on March 12, the premises of the Tabacqueria Filipina were totally destroyed. Chinese insurance companies are mostly concerned.

The Memorial Hall of the Meiji Gakuen, Tokyo, and two other buildings were destroyed by fire on March 5. The Memorial Hall, which cost Yen 100,000, was completed last October. It was partially insured.

Yesterday afternoon a Chinese who was engaged in painting the s.s. Hong Bee at Quarry Bay Docks, fell from the vessel into the dock. When his body was picked up it was found that he had sustained a fracture of the skull.

The Nanking Assembly proposes to pay its members \$500 per month, the Chairman to get \$200 extra, the Vice-Chairmen and standing committees \$100 extra. The Secretaries' salaries vary from \$200 to \$300.

The Chinese Engineering and Mining Company, Limited, report that the total output of the Company's three mines up to the week ending 2nd March amounted to 15,775.71 tons and the sales during the period to 27,067.93 tons.

The printing of the new Canon bank notes has been finished at Shanghai. The total amount to be issued is \$15,000,000 and it will be in the form of \$5, \$2, \$1, and 50 cent notes. A couple of days ago \$750,000 arrived in Canton.

A fire broke out in the early hours of this morning on the s.s. Paul Beau, but it was extinguished before any serious damage was done. It is supposed that the cause of it was due to a lighted match being carelessly thrown.

From the Consulate of Sweden in Hongkong we have received the programme and general regulations for the 5th Olympic which is to be held in Stockholm from June 29th to July 29th next; as well as a striking poster issued by the Olympic Committee.

An anti-royalist plot is said to have been discovered in Japan, the conspirators intending to place Prince Rishi, ex-Minister of Justice, at the head of affairs. Many arrests have been made. Meanwhile Prince Rishi has been made Minister of Agriculture. He had no connection with the conspirators.

The Yokohama office of the C. P. R. is in receipt of a wireless message from the R. M. S. Empress of India, sent at 10 p.m., Sunday, the 17th instant, when the vessel was 1270 miles distant from Japan, advising all well and that the Commander expects to reach Yokohama on Thursday, the 21st instant, at 4.00 p.m.

The Japanese Department of Communications has just completed the establishment of a special single cable between Fusan and Shimoda, and it will be opened for service at the end of this month. The great increase of cablegrams since the outbreak of the Chinese Revolution has caused the present cable to be insufficient. A new cable has also been laid between Tokyo and Nagasaki, which will be completed this month and opened in May.

"A Night On" described as a side-splitting comedy, was staged by the Highgate American Musical Comedy, last night at the Victoria Theatre in the presence of a full house. The play itself was an altogether "featureless production," while the acting did not by any means display a high standard. However, the musical interludes served to relieve the dull monotony of the production, especially the solos of "Come Along." The piece, poor as it was, was well staged.

Mr. R. J. N. O'Connell, of the Bilton Estate, Bangkok, was killed by lightning the other day on the verandah of the bungalow while giving instructions for the next day's work to one of the estate hands. The man was also killed.

The venerable General Ching Kwai is said to have been the only man who showed any efficiency during the recent outbreak in Peking. Driving in his carriage, escorted by his own troops, he was attended by two public executioners armed with his own executioner. All the other officials in the city were immediately executed. General Ching Kwai was the only one who was not.

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FIGHTING ON THE CANTON RIVER

Robber Troops Attacked by Gunboats

Things are going anything but smoothly in Kiangtung and the more robber troops that are disbanded the greater grows the discontent both in the City and on the waterways of the Delta.

To-day several telegrams were received in Hongkong advising foreign firms who have big interests at stake in Canton: one prepared for trouble. A disbanded soldier was making threatening demonstrations. Shipping people were also advised to adopt all precautions as the ex-pirates were about to be attacked at the Whampoa Korta, which they had aimed.

Labour news reaching the Colony after the effect that the Provincial Government in its endeavour to drive out Wing Wo-shan's soldiers, from the Bogue Forts sent down a flotilla of gunboats and spread fire on the Wei-chow men. A serious fight ensued, the force returning the gunboats fire with the greatest vigour. When the Roman named Whampoa was still holding out against the attacking force.

A representative of the Chinese Mail had an interview this afternoon with a passenger on board the s.s. Wing On, one of the Hongkong-Canton steamers, and his statements confirm the report as to the increased troubles in Canton, and the heavy firing which took place on the river to-day.

According to his statement there was a good deal of firing at daybreak this morning from the forts at Whampoa from artillery, guns and musketry. He was given to understand that a body of about 400 republican soldiers were sent down to Whampoa and this had the effect of bringing hostilities. The river boats, however, do not appear to have been troubled in any way, although those coming down the Back Reach were in close proximity to the disturbances. Those travelling along the Front Reach were not aware as to what was actually going on, though the distant booming of guns told them that serious trouble was taking place.

ITEMS AT THE COURTS

For selling opium at 96 Da' Vaux Road yesterday a Chinese was to-day fined \$30 or six weeks' imprisonment.

For mooring a boat within the prohibited area and for failing to licence his boat a Chinese boatman was fined \$20 at the Marine Court this morning.

At the Marine Court Commander Mackintosh, R.N., imposed a fine of \$10 upon Lay F., master of the licensed cargo boat 550, for mooring the boat within a prohibited area.

At the Magistracy this morning a man who said that he had just arrived from St. Louis, was charged with being in unlawful possession of 1600 rounds of ammunition and was fined \$100 or six weeks' hard labour.

For unlawfully cutting a dead body into the Harbour on March 3th a Chinese servant boy and a cook, employed on the S. S. Vestfold, were each sentenced to a month's imprisonment with hard labour. They were given the option of a fine of \$25.

A case which occupied some time at the Magistracy to-day was the hearing of a cross-examination wherein a man charged a woman with abusive language and she counter-charged him with assault. Each party was eventually bound over to keep the peace for twelve months, the amount of the bond being \$100 each.

Mahomed Salim, coal-trimmer employed on s.s. India, was sentenced to 10 weeks' imprisonment with hard labour on each of two charges; one for unlawfully absenting himself, and the other for instigating and combining with other coal trimmers to disobey commands and forcing their way out of the ship with their effects in Shanghai River.

At the Magistracy this morning a fine of \$50, with the alternative of a month's imprisonment was imposed upon a man charged with being in unlawful possession of ammunition. It appeared that as the defendant was leaving Macao Wharf he was accosted by an Excise officer who found, upon searching a box belonging to defendant, the ammunition secreted in a darning case Chinese crackers. Defendant said that he was unaware at the time that he obtained the crackers, that another Chinese named Li Hing, son of the s.s. Chinsham, Jan 14th, had sold him the ammunition.

Before Mr. Irving at the magistracy this afternoon Chung Kai Chi was charged with being concerned with others with unlawfully possessing a burning liquid, and another Chinese named Li Hing, son of the s.s. Chinsham, Jan 14th, had sold him the ammunition.

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SPORTING

Boxing

We hear that entries are coming in very well for the V.B.C. Boxing Championships to be held at the Club's gymnasium on 13th April. Particulars and date of closing of entries will be found on page 10.

Billiards

A commencement was made last evening in the second round of the Soldiers Club Tournament, between the 83rd Co. R.G.A., and Sergis. Mess. K.O.Y.L.I. Both of these teams had drawn a bye in the first round. The first game between Gunr Weatherall and Sergs Jackson resulted in favour of the Gunner by 30 points. Weatherall made a nice break of 31, which is the highest break in the tournament up to date.

The second game between Sergs Looyard and Sergs Roper again saw the Gunner on top with a win of 38 points. Play will be continued this evening, commencing at 7.30 p.m.

Yachting

In the race for the Commodore and Vice Commodore's Cups in connection with the Corinthian Yacht Club, no fewer than 17 boats competed. There was a light wind from the north at the start, but it was very variable in strength.

The fleet were sent away at 10.10 a.m. on a 12 mile course, Stonecutters (4th) Channel Rocks (star). The Lily and Daisy very soon drew out ahead. On passing the Club House in the boat to Channel Rocks the leading boats were timed, Lily 11.38.38, Daisy 11.39.51, Ayesha 11.42.51, Sirius 11.51.00, Dawn 11.52.25, Ashore 11.54.05. The wind in Kowloon Bay was rather silky, which was unfortunate on the handicapped boats. Lily and Daisy were the first home but failed to give the time allowance to Sirius and Ashore, who therefore won the Commodore and Vice Commodore's Cups respectively. The finish of the first half dozen was timed—Daisy, 1.23.42; Lily, 1.24.27; Ayesha, 1.36.53; Sirius, 1.37.19; Ashore, 1.42.21; Halcyon, 1.42.52. Corrected times, 1st, Sirius, 1.15.47; 2nd, Ashore, 1.18.24; 3rd, Daisy, 1.20.35; 4th, Lily, 1.23.25; Halcyon, 1.38.12; and Ayesha 1.32.43.

S. C. R. A.

The following are the chief prize winners in matches fired off on the 18th March.

Match 1 (open)—1st Lt. Bagnall, H.K.S.B., winner of Edmund Cup. 2nd, A. S. Leadbeater, K.O.Y.L.I.; 3rd, Samson Collier, H. M. S. Minotaur, Cpl. Franks, K.O.Y.L.I.; 4th, Gunner Goodridge, R.M.A.; 5th, H. M. S. Minotaur; 6th, A. B. Store, Minotaur; 7th, C. R. O.Y.L.I.

Match 1a (2nd Class Shots) 1st, Lt. Laurence, K.O.Y.L.I.; 2nd, A. B. Store, Newcastle; 3rd, Lt. Sykes, K.O.Y.L.I.; 4th, Tomkins, R.G.A.; 5th, Lt. Sykes, K.O.Y.L.I.; 6th, Youngton, K.O.Y.L.I.; 7th, A. B. Store, Minotaur.

Match 1a (2nd Class Shots, Gunners), 1st, Lt. Marshall, 87 Coy.; 2nd, Sgt. Holliday, 83 Coy.; 3rd, Sgt. Griffiths, 88 Coy.; 4th, Tomkins, 88 Coy.

Match 2 (open) 200 yards, Rapid 1st, A. B. Store, Jarding Cup. 2nd, Smith, K.O.Y.L.I.; 3rd, P. O. Thompson, Tamar; 4th, Col. Howland, 128 Bn.; 5th, Lt. Stan-groom, K.O.Y.L.I.; 6th, Lt. Stan-groom, K.O.Y.L.I.; 7th, Lt. Stan-groom, K.O.Y.L.I.; 8th, Lt. Stan-groom, K.O.Y.L.I.

Match 2a (2nd Class Shots) 1st, Lt. Laurence, K.O.Y.L.I.; 2nd, A. B. Store, Newcastle; 3rd, Lt. Sykes, K.O.Y.L.I.; 4th, Tomkins, R.G.A.; 5th, Lt. Sykes, K.O.Y.L.I.; 6th, Youngton, K.O.Y.L.I.; 7th, A. B. Store, Minotaur.

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Match 3 (2nd Class Shots) 1st, Lt. Laurence, K.O.Y.L.I.; 2nd, A. B. Store, Newcastle; 3rd, Lt. Sykes, K.O.Y.L.I.; 4th, Tomkins, R.G.A.; 5th, Lt. Sykes, K.O.Y.L.I.; 6th, Youngton, K.O.Y.L.I.; 7th, A. B. Store, Minotaur.

Match 3a (2nd Class Shots, Gunners), 1st, Lt. Marshall, 87 Coy.; 2nd, Sgt. Holliday, 83 Coy.; 3rd, Sgt. Griffiths, 88 Coy.; 4th, Tomkins, 88 Coy.

Match 4 (open) 200 yards, Rapid 1st, A. B. Store, Jarding Cup. 2nd, Smith, K.O.Y.L.I.; 3rd, P. O. Thompson, Tamar; 4th, Col. Howland, 128 Bn.; 5th, Lt. Stan-groom, K.O.Y.L.I.; 6th, Lt. Stan-groom, K.O.Y.L.I.; 7th, Lt. Stan-groom, K.O.Y.L.I.; 8th, Lt. Stan-groom, K.O.Y.L.I.

Match 4a (2nd Class Shots) 1st, Lt. Laurence, K.O.Y.L.I.; 2nd, A. B. Store, Newcastle; 3rd, Lt. Sykes, K.O.Y.L.I.; 4th, Tomkins, R.G.A.; 5th, Lt. Sykes, K.O.Y.L.I.; 6th, Youngton, K.O.Y.L.I.; 7th, A. B. Store, Minotaur.

Match 4a (2nd Class Shots, Gunners), 1st, Lt. Marshall, 87 Coy.; 2nd, Sgt. Holliday, 83 Coy.; 3rd, Sgt. Griffiths, 88 Coy.; 4th, Tomkins, 88 Coy.

Match 5 (open) 200 yards, Rapid 1st, A. B. Store, Jarding Cup. 2nd, Smith, K.O.Y.L.I.; 3rd, P. O. Thompson, Tamar; 4th, Col. Howland, 128 Bn.; 5th, Lt. Stan-groom, K.O.Y.L.I.; 6th, Lt. Stan-groom, K.O.Y.L.I.; 7th, Lt. Stan-groom, K.O.Y.L.I.; 8th, Lt. Stan-groom, K.O.Y.L.I.

Match 5a (2nd Class Shots) 1st, Lt. Laurence, K.O.Y.L.I.; 2nd, A. B. Store, Newcastle; 3rd, Lt. Sykes, K.O.Y.L.I.; 4th, Tomkins, R.G.A.; 5th, Lt. Sykes, K.O.Y.L.I.; 6th, Youngton, K.O.Y.L.I.; 7th, A. B. Store, Minotaur.

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BY TELEGRAPH

MUTINY AT SHANGHAI

(From Our Own Correspondent.)
Shanghai, March 19.
Two hundred soldiers mutinied in the Native City of Shanghai yesterday evening and rioted for half an hour. The riot was quelled by mounted troops.

Two mutineers were shot. Most of the rest were arrested.

THE TRIPOLI WAR

BRIGHTER PROSPECTS

(Reuter's Service to the China Mail.)
London, March 19.
Reuter learns from a competent Italian source that the reply to the Powers' Note of the 16th of March is cordial in tone and is calculated to facilitate negotiations.

ANOTHER UNIONIST

RETURNED UNOPPOSED

(Reuter's Service to the China Mail.)
London, March 19.
Mr Fitzhugh Wright, Unionist, has been returned unopposed for Laminator, where Sir J. Rankin, Bart. (C.) has resigned.

DUCHESS OF BUCCLEUCH

DEAD

(Reuter's Service to the China Mail.)
London, March 18.
The death is announced of the Duchess of Buccleuch.

[Note: The deceased was before her marriage to the 6th Duke of Buccleuch, Lady Louisa Jane Hamilton, V.A. Mistress of the Robes to Her Majesty Queen Victoria. She was the daughter of the 1st Duke of Abercorn.—Ed. C.M.]

BRITAIN AND PORTUGAL

A TREATY OF ALLIANCE

(Reuter's Service to the China Mail.)
London, March 18.
The Times correspondent at Lisbon states that the Premier has published an extract of the Anglo-Portuguese Treaty of Alliance. It provides that neither will join in an attack on the other, nor shelter its enemies, with the exception of political refugees. In case of war or invasion, each will assist the other by arms and men, and will also assist to protect each other's colonies, by troops and warships.

U. S. ASIATIC SQUADRON

SIGNIFICANT ADDITIONS

(Reuter's Service to the China Mail.)
London, March 18.
A telegram from Reuter's agent in Washington states that the Navy Department has ordered three armoured cruisers of the Pacific fleet to proceed to the Philippines, thus making the American fleet in the Orient the most powerful, next to that of Japan.

LABOUR TROUBLES IN LISBON

CONSPIRATORS ARRESTED

(Reuter's Service to the China Mail.)
London, March 18.
Reuter's agent at Lisbon states that the Labour agitators Constantino and Castro have been arrested for the murder of the Mayor of Moita on the 31st January.

SUGAR CONVENTION RENEWED

RUSSIAN SPECIAL TREATY

(Reuter's Service to the China Mail.)
London, March 18.
Reuter's correspondent at St. Petersburg states that the Soviet Government has renewed the Convention of 1906 for a period of five years, terminating on 1st January 1912.

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BY TELEGRAPH.

BRITISH
NAVAL
POLICY.WEIGHTY SPEECH BY
MR. CHURCHILL.OUR ATTITUDE TO GERMANY
DEFINED.

(Reuter's Service to the China Mail)

LONDON, March 18.

The Right Honourable Mr. Winston Churchill, First Lord of the Admiralty, in introducing the Navy Estimates in the House of Commons said the foundation of naval policy was finance, and the only credit that could be claimed by the Admiralty was by keeping their requirements at a minimum consistent with public safety and in securing the utmost possible development of war power from the funds entrusted to them. If the country was of opinion that the needs of the Navy had been well and amply provided for, it was to the House of Commons, and not to the Admiralty, to the Chancellor of the Exchequer, and not to the First Lord, that their thanks were due. It was necessary that this should be recognised, and it was right to say that the great scale which naval armaments had been forced to assume had only been rendered possible without additional taxation or recourse to borrowing by the wonderful fertility of the great Budget of 1900.

FINANCIAL PROSPECTS NOT
CHEERFUL.

Proceeding, Mr. Churchill said the financial aspect of the Estimates was not cheerful. All the world was building navies of constantly increasing size, complexity and cost. It was true that the decrease in the Estimates was £200,000; that, of course, took no account of any augmentation of the German naval programme. He proposed to lay bare to the House, with perfect openness, the naval situation, and it would be necessary to do so minutely in reference to the future. He repeated this necessity, but nothing could now be gained by using indirect modes of expression. On the contrary, the Germans were a people of robust mien, whose strong, masculine good sense and high courage did not recoil from, and were not offended by, plain, blunt statements of fact if expressed in courtesy and sincerity.

HISTORICAL REFERENCES.

The time had come, continued Mr. Churchill, when both nations should understand without ill-temper and disguise, what would be the conditions under which naval competition would be carried on in the next few years. In modern naval war battles were not decided by ratios or percentages in a fleet. In a battle between good and efficient navies equally matched, tremendous damage would be reciprocally inflicted and many ships on both sides would be sunk or blown up, while many more would be injured which would take months to repair and others would not come out again during the whole war. Indeed, the vicious course of such a naval engagement would resemble the combat between Hannibal and Scipio at the battle of Lake Trasimene, when, side by side, those chiefs of pride together fell down dead. That was very satisfactory to a stronger naval power, for it would always pay us to lose ship for ship in every class, though the process of cancelling would conduct us, albeit by a ghastly road, to certain victory and to a condition not of relative but of absolute superiority. If all the Dreadnoughts in the world were sunk tomorrow, our naval superiority would be far greater than it was to-day. Pre-Dreadnought vessels would come out and play an important part. The Government were, therefore, keeping such vessels carefully in reserve and arrangements were being perfected by the War Staff to bring them into commission at the sixth, the ninth or the twelfth month of a war. All this must be considered in judging standards of new construction which would be appropriate to our needs. It was very easy to make a rapid increase in new construction so long as they were not burdened by the expense of maintaining a great establishment. Our German neighbours had not yet begun to feel the weight of maintaining year after year a gigantic naval service. These charges matured slowly but remorselessly.

WATTEFUL POLICY.

It was wrong and wasteful, continued Mr. Churchill, to build a ship for the British Navy a day before it was wanted. Up to the time when a contract was definitely assigned, a battleship was the best of all expanding naval science of the world, and what he would call "the more merrier" policy was no harmful to efficiency as to economy. Having thus reviewed existing naval resources, he was not prepared to recommend the House at present to adopt the two keels to one standard in new construction against Germany. The time might come when this would be necessary, but it was not necessary now.

50 PER CENT. STANDARD.

Mr. Churchill then discussed the changes in the situation which the passage of time and the rise of the Navy of the Continent had effected, and which he had rendered the two lower standards applicable and appropriate. The actual standard in new construction which the Admiralty had followed in the year 1900 had been 50 per cent. of the standard of the Dreadnought.

German Navy as fixed by the existing

fleet law. If Germany were to alter her existing law, the Government believed that standard would, in the absence of any unexpected development in other countries, continue to be a convenient guide to work by in the next four or five years. Further than this it was idle to speculate. As, however, our pre-Dreadnought vessels gradually declined in relative fighting value, our ratio of naval construction would have to rise above the 50 per cent. standard. Every addition which Germany might make to the number of her new ships each year must accelerate the decline in the relative fighting value of our pre-Dreadnoughts and it therefore required special measures on our part. Now in applying the standard just explained to the existing German Navy Law it would appear to be necessary to construct four ships and three Dreadnoughts alternately during the next six years. That would maintain the 50 per cent. standard and that was what the Admiralty had in its mind when it framed the Estimates now presented to Parliament.

TO MEET NEW PLANS.

"If," continued Mr. Churchill, "we are now, as it would seem to be, confronted with an addition to German new construction of two ships in these six years we should propose to meet that addition upon a higher ratio of superiority by laying down four additional ships within the same period, spreading them, however, conveniently over the six years. Let me make it clear, however, that any retardation or reduction in German construction will, within certain limits, be promptly followed here, as soon as it is apparent, by large and fully proportionate reductions. For instance, if Germany liked to drop out any one, or even two, of her annual quotas and keep her money in her own pocket for the employment of her own people and the development of her own prosperity, we would not, in the absence of any dangerous development elsewhere, drop out our corresponding quota, and all slowing down on the part of Germany will be accompanied naturally on our larger scale by us within certain limits, because we have to consider to some extent the building of other Powers.

But take next year, 1913, Germany will have 3, Great Britain 5.

A HOLIDAY SUGGESTED.

Supposing we were both to take a holiday for a year to introduce a blank page in the book of national mistrust. Supposing Germany were to build no ships in that year, she would save herself between six and seven millions sterling. But that is not all. We should not in ordinary circumstances begin our ships till she had started hers.

AN OFFER TO GERMANY.

This is our position as compared with that of Germany. The Germans will be no gainers in naval power by any increases they make and no losers on the basis I have laid down by any diminutions. Here then is a perfectly plain plan and an arrangement whereby without any diplomatic negotiations, without any bargaining, without the slightest restriction upon the sovereign freedom of either Power this keen and costly naval rivalry can be at any time abated. It is better, I am sure, to put it quite frankly and simply for Parliament and people to judge.

SMALL CRUISERS TO
BE BUILT.

Mr. Churchill then explained the new policy of building small cruisers which were to be the eyes and ears of the Fleet by night as well as by day. They were to be strong enough and fast enough to overhaul and cut down any destroyer.

THE FUEL PROBLEM.

He next discussed the anxious and perplexing problem of oil fuel, which is uncontestedly superior to coal. But could we make sure of getting full supplies of oil at reasonable prices in time of peace and without restriction in time of war? Could we accumulate and store a reserve sufficient for our evergrowing requirements, properly protected from aeroplane and sabotage?

LARGE MARGINS OF SAFETY.

After emphasizing the shipbuilding resources of the country and referring to the increase in the number of men which the Government were asking for, Mr. Churchill said: "We ask Parliament to assent to large margins of safety. We stand as a nation upon the defensive. It is inconceivable that we should make a surprise attack upon Germany or other European power. Apart altogether from the most sinister of such conduct what would be the use of it? We have no means of following up such an attack even if it were successful, and no means of bringing the war to a speedy conclusion. Therefore we are relegated to the defensive. It is necessary to be able to meet at any moment the naval force of the attacking Power, and we must be able to do so with a margin of safety. Moreover, the only way to ensure that we are not out of step with the world is to have a margin of safety."

FED FROM THE SEA.

We are fed from the sea. We are an unarmoured people. We are the only Power in Europe that has not set a large army. We cannot manage the independence or vital interest of any great continental state. We cannot invade any continental state. It is not our wish to do so, but even if it were it would not be within our power. It is these facts which justify Britain's naval supremacy in face of the world. If ever any single nation were able to back the strongest fleet with an overwhelming army the whole world would be in jeopardy and catastrophe would swiftly occur.

FLEET REORGANIZATION.

Mr. Churchill next announced in considerable detail a complete recasting of the organization of the Fleet. Under the new organization the ships available for Home Defence will be divided into the First, Second, and Third Fleets, comprising 8 battle squadrons of 8 ships each, together with their attendant cruiser squadrons, torpedo flotillas and all auxiliaries. Each of these fleets will represent a distinct administrative area and standard of commission. The First Fleet will comprise 4 battle squadrons of fully commissioned ships, together with one fleet flagship. Three of these battle squadrons will be based on Home ports, the fourth upon Gibraltar. The Second Fleet will be composed of two battle squadrons upon an active basis. The Third Fleet will also comprise two battle squadrons with nucleus crews.

WHAT WE CAN DO.

We thus could assemble, if necessary, 60 battleships as compared with 38 of the next strongest naval Power. Torpedo-boat flotillas will be placed in command of a special Admiral to be called Admiral of Patrols, whose business it will be to protect the coasts from minor raids, while the battle fleet is defeating the enemy.

MORE LIEUTENANTS WANTED.

Mr. Churchill emphasized the necessity for augmenting substantially the list of Lieutenants. The First Lord of the Admiralty then announced his intention to promote about one hundred of the younger warrant officers to a rank equivalent to sub-lieutenants and to give commissions to senior midshipmen.

OUR FREEDOM AT STAKE.

When we consider the strength of our Navy, we are not thinking of our commerce but our freedom. It is not a matter of our trade but of our lives. Nothing can make us absolutely safe. We must never conduct our affairs so that the Navy of any single Power shall be able to engage us at any moment with any reasonable prospect of success. If this is insular arrogance, it is also the first condition of our existence.

THE ILLUSION OF WAR.

Mr. Churchill concluded by dilating on the strange spectacle of the polite nations of the world devoting their wealth, manhood and science to producing a gigantic military machinery which was obsolescent as soon as it was created. Draining the coffers and stifling the needs of the people, the hopelessly interpreted of this strange phenomenon was that these rivalries were the modern substitute for the actual wars of earlier ages, just as credit transactions superseded cash payments. Still we live in an age of incipient violence and deep-seated unrest. The utility of war may be an illusion, but war itself was no illusion. The Admiralty must confine itself to the simple duty of making quite sure our island and then the people would come safely through whatever time brings forth.

DEBATE ON THE ESTIMATES.

LATER.
In the debate which followed Mr. Winston Churchill's speech, Mr. Lee said he heartily approved of the speech. The only doubt he had was whether a bare minimum was consistent with the full security which was being provided now.

CABINET-MAKING
PROVES DIFFICULT.

PROTEST BY BANNERMEN.
(Independent News Agency's Service to the China Mail)

Tokyo, March 19.
The representatives of the Bannermen have protested against Yuan Shih-kai making a Cabinet from which all Manchus are excluded, such procedure being inconsistent with republican principles.

CHINESE PARLIAMENT.

(Independent News Agency's Service to the China Mail)
Tokyo, March 19.

The Chairman of the Provisional Assembly of Korea and other leading members have published a manifesto saying that it is most necessary that the Chinese Parliament should be established as a permanent body, and that the Provisional Assembly should be dissolved.

HOSE PIPES.

Don Sub-Captain for the Day, Admiral Lauder for the Month, and Mr. Lauder for the Week.

MERRYWEATHERS.

Don Sub-Captain for the Day, Admiral Lauder for the Month, and Mr. Lauder for the Week.

MERRYWEATHERS.

BY TELEGRAPH.

THE STRIKE
RAILWAY SERVICES
CURTAILED.

(Reuter's Service to the China Mail)

LONDON, March 18.

The Great Northern Railway Co. has cancelled 180 more trains, and the London and North Western 125 more. Henceforth only 65 trains will leave Euston daily including suburban trains. The Metropolitan Co. announces its first curtailment.

RACING AFFEC'D.

(Reuter's Service to the China Mail)
LONDON, March 19.

Owing to the strike it is doubtful if the Lincoln and Liverpool race-meetings can be held. The railway facilities are reduced to a minimum and owners are hesitating to risk their horses.

PROPOSED GOVERNMENT
BILL.

LATER.
Mr. Asquith has announced that he will introduce the Coal Mines Bill tomorrow; it will be read a second time on Wednesday, and the debate on it will conclude on Thursday. It will be sent to the House of Lords on Friday and should receive the Royal Assent on Saturday. He said he would defer a statement of the position until tomorrow. The Government considered its earliest passage as most serious and imperative.

Mr. Bonar Law, following Mr. Asquith's announcement, considered that as serious as was the crisis so was the bill. It required adequate discussion.

Mr. Asquith said he hoped to arrange for this.

THE OCEANA DISASTER.

FURTHER PARTICULARS.

(Reuter's Service to the China Mail)

LONDON, March 18.

The identity of the seventeen victims of the Oceana disaster is still not established, but it appears certain that those drowned include seven passengers, five stewards, and five crew.

The liner was in charge of a pilot at the time of the disaster.

One boat made for Eastbourne, but most of the boats remained alongside, sheltering in the lee of the ship until the lifeboats and the Sussex arrived, when 147 of the crew and 27 of the passengers were then transferred to the Sussex. The remainder of the crew stayed aboard until the increasing list compelled them to leave and to take to one of the tugs which was towing the steamer. Accounts of the upsetting of the first boat launched are conflicting.

An official of the P. & O. Co. met the passengers in London, and conveyed them to the Grosvenor Hotel, where many of the guests and the maids temporarily provided them with clothing. Despite the exposure none of the ladies were seriously affected, though they suffered considerably from shock. All the passengers proceeded to their homes the same evening.

NAMES OF DROWNED.

LONDON, March 19.
The P. & O. Company announce that the following are among the Oceana's list of missing passengers:—

Reverend Leishman, wife, baby, and nurse.
O. R. Macfarlane.
Capt. E. V. Knox.
Lieut. C. G. Russell.
Stewardess Newbury.

The four stewards injured are progressing favourably.

THE SEA GIVES UP ITS DEAD.

Ten bodies have been washed up and landed at Hastings and Newhaven. They are apparently the Leishmans and their infant, Mrs. Newbury, the other Englishman, and four Lascars.

By Appointment to H.M. the King
FIRE ENGINE MAKERS

MERRYWEATHERS.

By Appointment to H.M. the King
FIRE ENGINE MAKERS

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MERRYWEATHERS.

BY TELEGRAPH.

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F. APACAR, 2nd Mar., 27th Mar., 1st Apr.

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1912	1912	1912	1912

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FOR VANCOUVER

1912	1912
1912	1912
1912	1912

FOR LIVERPOOL

1912	1912
1912	1912
1912	1912

FROM LIVERPOOL

1912	1912
1912	1912
1912	1912

ARRIVE HONGKONG

1912	1912
1912	1912
1912	1912

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS	SAILING DATES
MANZILLA, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID	YAMATO MARU, Capt. M. Noda, Tons 8000	WEDNESDAY, 27th Mar., at Daylight
VICTORIA, B.C. & SEAT. TEL. VIA SHANGHAI, HON. KOBE, YOK. KACHI & YOKOHAMA	KAGA MARU, Capt. S. Ishikawa, Tons 7000	WEDNESDAY, 14th Apr., at Daylight
SYDNEY & MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 19th Apr., at Noon
BOMBAY, VIA SINGAPORE AND COLOMBO	BOMBAY MARU, Capt. T. Noguchi, Tons 5000	TUESDAY, 19th Mar., at Noon
SHANGHAI & KOBE	JINSHU MARU, Capt. M. Yoshikawa, Tons 4000	MONDAY, 26th Mar., at Noon
SHANGHAI AND KOBE	YOSU MARU, Capt. Sato, Tons 6000	WEDNESDAY, 27th Mar., at Noon
KOBE & YOKOHAMA	HITACHI MARU, Capt. Yamawaki, Tons 7000	THURSDAY, 28th Mar., at Noon
YAGASAKI KOBE AND YOKOHAMA	YAWATA MARU, Capt. Sato, Tons 5000	WEDNESDAY, 14th Apr., at Noon

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Steamers:

Ship	Tons	Starting	Time
Persia	9,000	Mar. 26th	at 1 p.m.
Korea	18,000	April 2nd	at 1 p.m.
Siberia	18,000	April 16th	at 1 p.m.
China	10,200	Apr. 28th	at 1 p.m.
Manchuria	27,000	Apr. 30th	at 1 p.m.
Nile	11,000	May 14th	at 1 p.m.
Mongolia	27,000	May 20th	at 1 p.m.
Korea	18,000	June 15th	at 1 p.m.

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PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration):

Ship	Captain	Date of Sailing
Shinjo Maru	H. S. Smith	Tuesday, 9th Apr. at Noon
Chiyo Maru	W. W. Green	Tuesday, 14th May, at Noon
Nippon Maru	A. G. Stevens	Tuesday, 28th May, at Noon
Tenyo Maru	I. Best	Tuesday, 4th June, at Noon

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration):

Ship	Tons	Date of Sailing
Buyo Maru	11,000	Tuesday, 9th April at Noon
Hongkong Maru	11,000	Friday, 7th June, at Noon
Kiyo Maru	12,000	Tuesday, 6th August, at Noon

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

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Ship	Destination	Date
1912	1912	1912
1912	1912	1912

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NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN Kobe, Hongkong and Rangoon.

EASTWARD

The S.S. S.S. MUTTRA, 3644 tons, Captain J. R. O'Sullivan, due at Hongkong from Rangoon on 2nd April, will be despatched for KOBE on the 10th April, taking cargo and passengers at current rates. To be followed by S.S. VITALIA, 4182 tons, Captain H. O'Sullivan.

WESTWARD

The S.S. FAIRFAX, 3711 tons, will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 26th March, at 4 p.m., followed by the S.S. WARDEA, on 10th April, taking cargo and passengers at current rates.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

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LONDON, ROTTERDAM & ANTWERP	FLINTSHIRE	10th May

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* Does not carry passengers.

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CEINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
CHINKIANG	NEWCHANG	Mar. 21, at 4 p.m.
SHANGHAI	CHENAN	Mar. 21, at 4 p.m.
HAIPHONG (calls Hobei for mails only)	SUNGKIANG	Mar. 22, at 10 a.m.
SHANGHAI	LOAN	Mar. 23, Midnight

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MANHUA LINE. Twin Screw Steamers "Tain" & "Taming". Saloon accommodation, Electric Fans, fitted with extra state-rooms on deck, all Saloon accommodation of 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 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